

The Salt Lake Tribune.

Issued every morning by
Salt Lake Tribune Publishing Company.

TERMS OF SUBSCRIPTION.
Daily and Sunday, one month, \$1.00
Daily and Sunday, three months, \$2.50
Daily and Sunday, six months, \$4.50
Daily and Sunday, one year, \$8.00
Sunday Tribune, one year, \$2.00
Sunday Tribune, six months, \$1.00
Semi-Weekly Tribune, one year, \$1.50

The Tribune is on sale in every important city of the United States. Readers of the paper may ascertain the name of the local agent in any city by telephoning this office.

S. C. Beckwith, Special Agency, Sole Eastern Advertising Agent, Eastern office, Tribune Building, New York; Western office, Tribune Building, Chicago.

Business communications should be addressed: "The Tribune, Salt Lake City, Utah." Matters for publication to "Editor, The Tribune, Salt Lake City, Utah."

Telephones.
Hall—Private Branch Exchange, connecting all departments, call Wastech 5200. Independent—intercommunicating system connecting all departments, call 250.

Entered at the Postoffice at Salt Lake City as second-class matter.

Friday, December 22, 1911.

Congress has "recessed" till January 3rd. Then the fur will begin to fly.

Roosevelt's friends in Nebraska who demand that his name be put on the Presidential primary ballot are forcing the Colonel's hand.

With but two days to do your Christmas shopping in, it is useless to talk about early shopping. But for goodness sake don't be last!

The authorities say that the candy raffle must go. A good thing too; for these raffles are as demoralizing in their way as real gambling.

Upward of a thousand divorces have been granted in Detroit this year. And yet, no doubt, Detroit throws much at Reno because of its "divorce colony."

That surgical operation upon the Rev. Clarence V. T. Richeson would have been of even more benefit to him if it had been performed earlier in his life.

The street battle in Panama between rival adherents of Presidential candidates is a forecast of riots which will compel the United States to take Panama in.

The fur seal treaty has been ratified, whereby the Japanese and Canadian pelagic sealers, who were rapidly and surely destroying the seal herds, consent to be bought off, the United States, as usual, paying the hire.

"Need a novelist be educated?" is an urgent question debated in the Eastern press. But it is an academic question, not practical; for the practical fact is, as is demonstrated by many a book issued, that they need it and aren't.

President Taft has just been having a round-up with the squinting and selfish Republican politicians in New York. It is to be hoped that his straight talk did them good, but it is too much to hope that he has them permanently reformed.

A Philadelphia preacher says that eighty per cent of mankind is going to hell. No doubt he takes immense satisfaction in the expectation that he will be reposing in Abraham's bosom after a while, and can see his fellow creatures squirm in blazing torment, and taunt them for their folly in not listening to him.

The interest in the school bond election of December 30th is not as keen as it ought to be. The bonds should be voted, as they are to be issued simply to retire the first issue of bonds made by the consolidated school district of Salt Lake City. A good vote ought to be cast in favor, and none against.

San Francisco Chronicle: "In fifty years according to Professor Alvin S. Johnson of Stanford University, the population of the United States will be 300,000,000. Now we can breathe in peace. There'll be no danger of a 'yellow peril' with all that crowd around." Perhaps not; but by then we shall be a yellow peril ourselves.

The inquiry into the operation of the sugar trust cannot very well be got at without the production of the company's books; but it appears to be as impracticable to get these books as it was for the United States Senate to get the polygamy records of the Mormon Temple in Salt Lake, when that body was inquiring into Apostle Smoot's case.

On the 14th instant the State of New York sold \$10,000,000 in canal bonds bearing 4 per cent interest. The amount was subscribed ten times over, and at an average rate of 101.04. Which is an additional proof that there is an overabundance of idle money in the country, available for the taking up of sound securities for investment, but wholly avoiding speculative issues, or stocks subject to ruin through legislation.

Russia prevails after all, and Shuster will have to go. As Treasurer-General of Persia he was eliminating graft and grab, and was putting Persia in the way of financial independence. This was so little to Russia's liking that the first pretext available (a very real one at that) was seized upon as a reason to demand Shuster's dismissal.

The National Council stood firmly by Shuster, but the Cabinet yielded to Russia's demand.

THE WOOLEN TARIFF.

President Taft, in transmitting the report of the Tariff Board to Congress with his comments thereon, meets the expectation which had been formed from his previous utterances, that he would recommend substantial reductions in the wool schedule. He points out specifically, precisely as "has been done in these columns, and in the report of the California Woolgrowers' Association, that the standardizing of scoured wool on a shrinkage basis of 66 2/3 per cent works injustice to the American woolgrower and to the advantage of the woolen manufacturer in his imports. By making selections of fleeces and the eliminating of parts of fleeces that carry dirt and heavy grease, woolen manufacturers are able to import on an actual scoured basis of about forty per cent, averaging, perhaps, a little less. They therefore put into their own pockets the difference between forty and 66 2/3 per cent gained by them in the imported selections. President Taft shows that in the average of fleeces, especially Australian fleeces, which are chiefly imported into the United States, the shrinkage does not exceed 50 per cent. This, however, refers, of course, to whole fleeces; but where those fleeces which, as a whole, would scour on the fifty per cent basis of shrinkage, are trimmed and the portions carrying the heavy grease and dirt eliminated, it is plain to see that the loss in scouring could easily be made to fall below forty per cent, as it actually does. Right there is the crux of the whole question. It is not enough to say that wool is to be imported on the scoured basis, because we practically have the scoured basis now, standardizing the waste at 66 2/3 per cent, which is found to be turned by the woolen manufacturers to their advantage in their imports.

The President goes very thoroughly into this question, and he shows that any fixed basis is liable to abuse; and those who wish to derive advantage from different interpretations or from tricks can do so. Accordingly, he recommends the examination of the imports package by package, so that the proper basis of shrinkage can be determined for each. Speaking generally, however, he says that the shrinkage does not average over fifty per cent; this, of course, on whole fleeces. So that, as shown, here is a leakage against the producer and in favor of the wool manufacturer of 16 2/3 per cent to begin with; and when, as stated, careful selection and trimming are indulged in on the separate fleeces, the shrinkage is reduced below forty per cent.

Wools vary greatly in many points. It is not alone in the matter of shrinkage on scouring that advantages or disadvantages are to be computed. The grade of wool, the fiber, the quality, all count; and, as the President shows, our present wool tariff is wholly unscientific in that it does not take note of the wools that we need, but which are excluded under the tariff classifications. Exactness in this matter from the theoretical standpoint is out of the question. It is necessary to examine the wools themselves to ascertain just what they are, just what the shrinkage would be, and what a fair measure of protection would be needed for the American woolgrower with respect to the particular wool thus sampled. And in recommending that the Government give close supervision to all the imports, examining the packages as they come, President Taft gets right down to practical business, and abandons the unworkable theories which have been so much depended upon in framing the wool tariff. The truth of it is that the woolen manufacturers have heretofore been able to get the schedule K framed to suit themselves. The woolgrowers, as shown by the recent expressions in the woolmen's convention in Utah, do not seem to comprehend where they are hit, and they think that, as President Callister expressed it, if they can get wool imported on a scoured basis, they will be well protected. This ignores the fact that practically wools are imported now on a scoured basis; the wools imported in the grease being all brought in on a standardized shrinkage of 66 2/3 per cent to bring them to the scoured basis. But the idea which relies simply on a general expression or on the mere fact of a scoured basis, and that all is right when that basis is achieved, is both crude and costly to the woolgrower. It is not only necessary, as President Taft clearly points out, to have this basis to work from, but it is necessary to have a standardizing which approaches the fact, and not an arbitrary standard as now at 66 2/3 per cent, which works directly and positively against the woolgrower, depriving him of five cents a pound in his protection. The present tariff is supposed to give the woolgrower a protection of eleven cents a pound; but, as the Secretary of the California Woolgrowers' Association pointed out, to admit imports of wool on the basis of 66 2/3 per cent shrinkage on scouring, results in practice in reducing the protection which the woolgrower actually receives to six cents a pound. This is agreed to practically also by Senator Warren, who, in commenting upon the President's message, says that if the President's recommendations are adopted, the woolgrowers will be practically on the same basis that they are now so far as competition from imported wools are concerned.

The Tariff Board appears to have given this question a very thorough study, and to be able to demonstrate perfectly the conclusions at which it has arrived. These conclusions are unanimous, and they seem to be, as explained by the President, absolutely demonstrable as matters of fact, value and percentage. It is the wools themselves that make the uncertainty in the application of the tariff schedule; and the President's recommendations of thorough inspection and rigid application of the law and of the results of practical investigation, will at once protect the woolgrower to as great an extent as he is protected now, and will settle the matter on a fair basis for the woolgrowers, the woolen manufacturers, and the public, at once. On the reading of this message of the President's, with the conclusions which he submits from the Tariff Board, one is convinced that the board has done exceedingly good work, and that for the first time, there is a likelihood of the woolen schedules in our tariff law being made something like scientific and conformable to practical trade conditions in extending protection, benefit, and fair and consistent treatment to the woolgrowers.

COMMISSION DEFENDS ITSELF.

The Interstate Commerce Commission, in its report to Congress, makes a vigorous defense of its rulings in the so-called Rocky Mountain rate cases. Its report is practically an arraignment of the commission's decision; and it gives very clear and very strong reasons for the conclusions arrived at by the commission in these cases. The Commerce Court, in overruling the decision of the commission in these cases, was clearly wrong, as set forth in this commission report for "it is a waste of transportation, and therefore uneconomical and wrong, to maintain a system of tariffs which are expressly intended to develop the Pacific coast cities and to arrest the development of the interior points."

The commission proceeds further to say that it is impossible to dissociate the intermediate from the long distance haul. The long distance haul is fixed; and the question whether the intermediate rate is reasonable depends upon rates made to other points, both terminal and intermediate, "and to permit the railroads of this country to select points where they will and where they will not compete, would be intolerable." All this is good logic, good sense, and ought to be good law.

In setting forth the point at issue between the commission and the Commerce Court the commission report says that it

cannot fix a rate from New York to San Francisco below which the rail line shall not go, for it has no authority to fix a minimum rate. There is, therefore, no way in which it can prevent discrimination by the fixing of an absolute rate at San Francisco and another absolute rate at Reno. It can only accomplish this purpose by prescribing the difference which may properly exist owing to the effect of this competition and allowing the carrier to make whatever rate it sees fit to the more distant points so long as it observes this differential.

The Commerce Court, it estimates, that the mistake of the commission is in having attempted to fix a relation of rates instead of establishing reasonable rates; but, as we have already pointed out, there is no way in which the discrimination found to exist in these tariffs can be prevented except by fixing a differential, since we have no power to establish an absolute rate or fix a minimum charge below which the carrier is not free to go.

Further reasoning on this point, the commission argues, that even when the widest reasonable latitude is given to the effect of such competition, it cannot by any possibility justify a higher rate from Omaha to Reno than from Omaha to San Francisco, from St. Paul to Spokane than from St. Paul to Seattle. The commission holds that it is clearly right for the legislative power to fix rates not subject to review by the courts; and Congress, having delegated this power to the Interstate Commerce Commission it is clear to the commission that the Commerce Court, in undertaking to revise and nullify its work, exceeded its power and trespassed upon the rights of Congress as well as of the commission.

However, the case is to come before the United States Supreme Court, and there, undoubtedly, justice will be done. In the meantime the sentiment at all intermediate points is with the commission.

GREAT COST OF CUT-OFF.

The Lackawanna Railroad Company, in Pennsylvania, has just done a work which shows the high importance attached by railroad management to short cuts and cutting down of time in transportation. It has put in a cut-off between Lake Hopatcong, New Jersey, and the Delaware Watergap at a cost of nearly \$11,000,000, and the cut-off is only eleven miles long; that is, it costs \$1,000,000 a mile. But, by means of it the railroad will be enabled to reduce its running time between New York and Buffalo by twenty minutes. This eleven miles of new road, it is explained, is made up of a series of heavy cuts and fills, accomplishing a great reduction in grades, the avoidance of two tunnels and straightening of sharp curves. The material excavated from cuts aggregated 14,000,000 cubic yards. The fills required 15,000,000 cubic yards. One of the fills is 105 feet in height and three miles long. All of the seventy-three bridges and culverts are of reinforced concrete, as are the two great viaducts at the western end of the link. The one which spans the Delaware at Slateford, Pa., and which is the longest concrete bridge in the world, as explained by the Philadelphia Record, is 1450 feet long, with five arches of 150 feet span each. The other large concrete bridge over Paulin's Kill is even higher, and is 1100 feet long. The work was begun in 1908. Nine million pounds of dynamite were used in tearing the way through the rocky hills. The cut-off is now open to regular train service.

This is the same sort of work that Mr. Harriman did so much of in straightening the curves and reducing the grade on the Union Pacific road. The most extensive piece of work that he did in that line was the putting in of the Lucin cut-off over the Great Salt Lake, a work which is understood

to have cost about \$10,000,000, but which saved sixty-three miles in distance and eliminated the heavy grade over the Promontory. This work was probably the most interesting piece of engineering that had occurred up to the time of its completion in the United States. The great saving of distance, the heavy cost incurred in that saving, the water-level route established, where before were extensive heavy grades, all combine to make it a spectacular piece of work and well worth the doing. It was a great piece of economics as well as of engineering, and the result has fully justified the splendid plan and the big expenditure necessary to carry it out.

These works, and multitudes of others of the same sort all over the United States, prove the great advantage to railroads in the saving of time and in the lessening of grades. Hardly anything will stop a great railroad company from eliminating curves, reducing grades, and saving time.

A FLOOD OF DIVORCES.

The flood of divorces all over the United States is something that is attracting the attention of the serious-minded people in an extraordinary degree at this time, and well worthy of that great flood of the attention which it receives. We suppose that the State of Michigan is not materially different from other States in the prevalence of divorce suits; but one might well be appalled in seeing the figures presented by the Detroit Free Press of divorces sued for in Michigan; and though the percentage of divorces granted is small compared with the total number filed, there is a very great number of divorces, even at that low percentage.

It appears that Michigan requires the Secretary of State to give in his annual report, the number of divorces applied for and the number granted by the courts of that State during the year. This report has just been made. It shows that at the opening of the year 1911, there were 10,450 suits for divorce pending in the courts of that State. During the year new divorce suits were filed to the number of 5596, making a total of 16,046 divorce suits in the aggregate on the calendars of the courts of Michigan during the present year.

In these suits, divorce decrees were granted in 3216 cases, and in only 63 cases was there refusal of decrees, a startlingly low percentage. The number of divorces granted was about one in five of suits pending; the number refused was much less than half of one per cent. Of all the cases tried there was refusal to grant the divorce in less than two per cent of the cases. The year goes out with some 13,000 divorce cases pending in the courts of Michigan, a gain of some 2500 during the year. It appears, therefore, that the courts were able to handle not much more than half of the cases filed during the year; so that the number of divorce cases on the calendars of the courts of Michigan is constantly increasing and it would seem as though the courts are swamped by these applications.

As we have said, we do not suppose that the people of Michigan are materially different from the people of the average Northern State in the matter of applications for divorce; but Michigan appears to be peculiar in the fact that a State officer is obliged to make report upon the divorce cases filed, pending, and disposed of. Here is a hint for other States. There should be such report made in every State in the Union, and then the people would know just how extensive the "divorce evil" really is. As it is now, they can only guess.

WHERE IS THE BENEFIT?

Speaking of the suit of the Government against the Shoe Machinery Trust, a good deal of skepticism is prevalent throughout the country as to the benefit of that suit to the people, even in case the Government should win the legal fight. The theory is that in such case there ought to be cheaper shoes for the people; but will there be? Probably not. A number of writers, chiefly theoretical economists and academic publicists, assured the public three years ago that cheaper shoes would follow the removal of the tariff on hides. That seemed, in fact, to be President Taft's opinion when he insisted that hides should be put upon

the free list in the way of imports. Nothing of the kind has followed, however, and the people are brought to a realizing sense of the fact that, although the shoe industry has been operating for upwards of two years under the law which allows hides to be imported free of duty, no relief is had in the price of shoes. No one can trace any difference now as compared with the time before, when hides were obliged to pay duty on their being imported into this country.

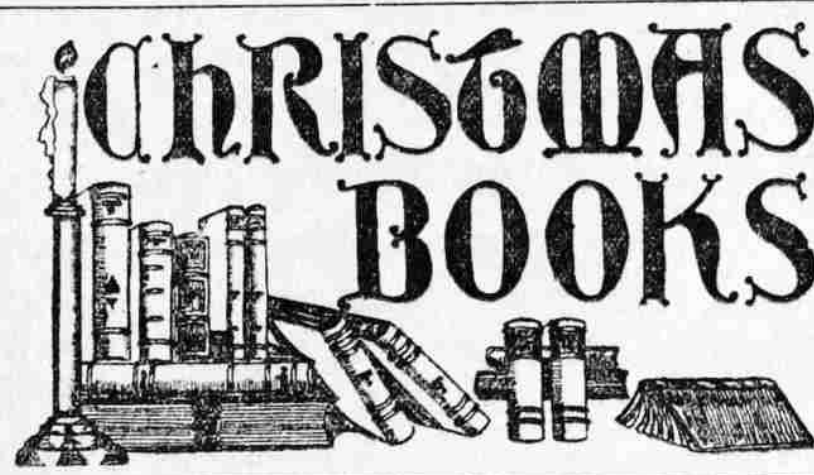
The same thing is true with regard to other suits that the Government has brought and won. The Standard Oil

suit, where dissolution of the main holding company was enforced, has resulted in no relief whatever to the people. The defeat of the Tobacco Trust, now nominally dissolved also, has had no effect on the price of tobacco. If the suit against the Steel Corporation should be won by the Government, there would be no reduction in the price of steel products. And so it goes all along the line. The big corporations that had been already formed have issued their stocks, bonds, and other securities, and those issues remain outstanding. Nothing whatever is effected by the winning of the suits on the part

of the Government. The capitalization of the combines remains practically as before, and the people get no relief, nor is it possible as long as these issues remain outstanding (and there would appear no way to retire them by court order) to foresee any relief to the people from these suits. The inflated capitalization is not reduced at all, and the exactions in order to produce revenue to meet the obligations on the "fixed charges," must be kept up precisely as before, and a little added to them, to cover up the concerns for the expense of defending themselves in the suits.

Keith-O'Brien Co.

Store Open Friday Evening till 9; Saturday Evening till 10:30.



Nothing Imparts the True Xmas Spirit More So Than Does a GOOD BOOK
THEN WE HAVE THE FINEST LINE OF GIFT BOOKS IN THE CITY

GIFT BOOKS—lithographed covers and printed on plate paper 2 for 25c
GIFT BOOKS in OOZE CALF—regular 75c
\$1.00 style 50c

STANDARD SETS in three-quarter Morocco at one-third to one-half off regular price.

XMAS CARDS and LETTERS, both engraved and lithographed. The finest line in the city.

And CALENDARS; to see our line is to buy. 25 per cent discount on all Calendars.

BIBLES and TESTAMENTS—The biggest line west of Chicago—225 per cent off.

And Remember--Books are "Better than toys for girls and boys."

From 5c LINEN BOOKS for the BABY, up to the most EXQUISITE GIFT book for GRANDMOTHER, are here for you to select from.

Our Store Is at 44 East South Temple
One-half block east of Main.

YOU SAVE MONEY BY COMING HERE.

Deseret Sunday School Union Book Store

Open until 8 o'clock.

Keith-O'Brien Co.

It's Lots of Fun to Carry Small Parcels

Utah Savings & Trust Co.
235 Main Street.
In the Business Heart.
4 PER CENT ON SAVINGS DEPOSITS.